



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, August 20, 2020

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Graham called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m. He reviewed some housekeeping items, including asking that every one identify themselves when they speak. He thanked Commissioners and City staff for their time and participation.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Michael Kuzel
B. Kent Lall
Mary Ann Miller

STAFF: Dan Worth, Executive Director, Public Works
Ratna Korepella, Principal Transit Planner
Frances Cookson
Dave Meinhart, Senior Transportation Planner
Susan Conklu, Senior Transportation Planner

3. PUBLIC COMMENT

There were no public comments.

4. INTRODUCTION OF NEW TRANSPORTATION & STREET OPERATIONS
DIRECTOR MARK MELNYCHENKO

Dave Meinhart, Senior Transportation Planner, introduced Director Melnychenko, providing an overview of Mr. Melnychenko's professional background. Mr. Melnychenko thanked the Commission for its introduction and welcome.

5. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – June 18, 2020

Chair called for comments/changes. Commissioner made a clarification on page 3 and stated he was impressed at how well the minutes are drafted on a regular basis. He cited to page 8, paragraph 2 regarding the originally proposed budget and the actuals projected for the fifth year. Chair noted that there were no other Commissioner requests for clarification. After further discussion, the issue was resolved.

COMMISSIONER ERTEL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JUNE 18, 2020, AS AMENDED. COMMISSIONER ANDERSON SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. TRANSPORTATION MASTER PLAN AMENDMENTS

Mr. Meinhart noted that several of the updates being presented were discussed and acted on by the Transportation Commission in February of 2019. For various reasons, they did not move forward to City Council as proposed. There is now a revised list of proposed changes.

Recommended Transportation Master Plan amendments include:

- Include Lincoln Drive, west of Scottsdale Road, as a minor arterial.
- Reclassify Hayden Road, between the Mayo Boulevard alignment and Legacy Boulevard, to a major arterial from its current classification as a minor arterial.
- Extend Hualapai Drive from the Hayden Road/Legacy Boulevard intersection to Pima Road and classify the entire one-mile corridor as a minor arterial.
- Remove the portion of Legacy Boulevard through the Scottsdale Water Campus from the Transportation Master Plan.
- Do not extend existing Union Hills Drive (Mayo Boulevard) from Perimeter Drive northeast under SR-101 to 88th Street.

In response to a Commissioner question regarding the brown line and issues of right-of-way or expansion, Mr. Meinhart followed the segment from Princess Drive to the west, connecting to Perimeter Center Drive going to the north. Perimeter Center Drive then follows the Mayo Boulevard, Union Hills alignment. Everything is fully built out on Princess Drive and Perimeter Center Drive, with the right-of-way in place to complete the Mayo Boulevard alignment. There are discussions with the property owner to the north, who is looking to acquire land from the State in relation to the connection to Hayden Road. Commissioner asked for confirmation that Perimeter would not have to be widened. Mr. Meinhart confirmed that it would not require

widening. It consists of four lanes currently. The existing volume is less than 5,000 to 6,000 vehicles per day and it has the capacity to handle 30,000-plus vehicles.

In response to a Commissioner question, Mr. Meinhart referred to the report and noted that of the \$10.5 million for the Hualapai Corridor, it is estimated that approximately \$3 million would be required to acquire the right-of-way for the connection across the vacant State land. Depending on the timing of the land sale, there is the possibility that the cost could go down.

Chair sought clarification on the section between Legacy and Hualapai (red and green). Mr. Meinhart stated that the Legacy Boulevard alignment, which is included in the Transportation Master Plan connects from Pima Road and transitions northwesterly along the power lines. West of the power lines, they are identical.

Chair inquired as to potential concerns with abutting the Water Campus for nearly half a mile on the north side. Mr. Meinhart clarified that this is primarily due to the type of access. On the north end are the more administrative functions with the water treatment facilities farther to the south. There are also operational aspects of the Water Campus itself, in terms of how staff will frequently and safely be able to move from one side to the other. Currently, all of the security is located around the perimeter.

Vice Chair asked for clarification that the City will not be putting the roadway sections back into the Transportation Master Plan once, for example, Nationwide is built along the 101 and Hayden. Mr. Meinhart said these are looked at based on 2040 forecast volumes. Based on those projections, the sections would not be put back in. According to data tracked by Google for work destinations, Maricopa County is seeing 40 percent less travel demand than pre-COVID-19.

Review of Transportation Master Plan amendments continued:

- Reclassify Pima Road between Happy Valley Road and Dynamite Boulevard to a minor arterial from its current classification as a major arterial.
- Maintain the minor arterial classification for Pima Road, between Legend Trail Parkway / Westland Drive and Stagecoach Pass Road, and construct all four travel lanes.

In response to a Commissioner question regarding the potential to amend the plan in the future, Mr. Meinhart stated that a master plan is a living document and is amended as required by changing conditions.

Commissioner referred to the Pima Corridor between Happy Valley and Dynamite and asked whether the southwest section of Dynamite and Pima is State land. Mr. Meinhart said that all of the land west of Pima Road in the square mile section between Jomax and Dynamite is owned by the State. It is technically within the City's Preserve boundary. The State also owns a quarter-mile deep tract on the east side. Because of the stipulations of existing zoning case, if the State auctions the land, the developer will be responsible for building out Pima Road between Jomax and Dynamite. The thought process is to go back to the minor arterial, because it is already developed on both sides between Happy Valley and Jomax. This is the way it is structured on the Arterial Life Cycle Program (ALCP). There is funding for design of the one-mile section ready to go this fiscal year. The zoning is already set, unless the developer were to lobby for something different.

Review of Transportation Master Plan amendments continued:

- Reclassify Indian School Road, between 60th Street and Goldwater Boulevard, to a minor arterial from its current classification as a major arterial.

Commissioner sought clarification that the six lanes are being reduced to four lanes with the bike lanes being widened. Mr. Meinhart said they will convert the curb lanes into buffered bike lanes. Staff believes that a minor arterial designation is sufficient for the corridor going into the future, however, they are not proposing to move the curbs and fully eliminate the travel lane, but rather use a “paint diet” to convert a travel lane into a six-foot bike lane with a six-foot buffer. It would be easy to revert the design back if dramatic changes are seen in traffic patterns.

Chair asked if there is a raised median at any point along Indian School in that section. Mr. Meinhart stated that just west of 64th Street to Goldwater, there are raised medians with breaks for left turns. The raised median stops near 64th Street. As it transitions westerly and into Phoenix, it is a center turn lane. It is unlikely that they would construct the raised median all the way to the Phoenix border.

Chair commented that Indian School to the east of Scottsdale Road is over capacity. Mr. Meinhart stated that that section of road has approximately 10,000 cars a day more than the section addressed in this amendment.

Chair stated that there are limited options to cross the canal by vehicle. As such, the eastbound to northbound 68th left-hand turn backs up significantly. Mr. Meinhart said this is partially due to the confusion at Goldwater. Chair commented that it is not clear how narrowing to four lanes will better guide people to take Goldwater to get downtown. He fears that narrowing to four lanes will create more backup. Mr. Meinhart said that for eastbound at 68th Street, if they did not have the third through lane, they could drop the buffered bike lane and potentially have a layout to allow dual left turns.

Vice Chair sought clarification on the length of Indian School that would be narrowed to four lanes. Mr. Meinhart stated that while the graphic in orange shows the entire length that would be changed from a major arterial to a minor arterial, it is already four lanes from the west edge at 60th Street over to 64th Street. The subject segment is from 64th Street at the Arizona Canal to the northeast and over to Goldwater.

Vice Chair asked how this traffic situation affects other east/west corridors, such as McDowell and Thomas and Camelback and Chaparral. Mr. Meinhart stated that Indian School connects to a four-lane roadway in Phoenix. There are four lanes on Camelback and four-lane cross-sections on Thomas to 56th Street. There are six lanes on McDowell. 64th Street has four lanes and it could be argued that four lanes are not needed, based on historical traffic volumes. Despite the growth downtown, volumes on this segment of Indian School remain unchanged.

Vice Chair inquired as to the advantages of the “paint diet approach.” Mr. Meinhart said it addresses the lane changes between 68th and Goldwater by helping to reduce typical travel speeds. It also makes the segment a high functioning active transportation link.

Commissioner referred to the section of Indian School Road between 60th and 64th with a two-way left turn lane. He wished to emphasize that this still meets the definition of minor arterial. Mr. Meinhart concurred, noting that they should designate it as a major collector and not a minor arterial.

Chair stated that when traveling westbound in the far left lane, that lane forces the driver to turn left on 64th Street. This can be confusing to unaware drivers. He inquired as to a solution. Mr. Meinhart stated that they are working on additional improvements for the intersection currently. They are modifying the median to extend the left turn bay for westbound to southbound. The buffered bike lane will not carry all the way to 64th Street westbound, but drops to just a bike lane approaching the intersection. This allows clear two through lanes and standard left turn bay. This is under construction and almost complete now.

Review of Transportation Master Plan amendments continued:

- Reclassify 124th Street, between Via Linda and Cactus Road, to a minor collector from its current classification as a major collector.

Commissioner commented that this change makes sense, as the major collector classification was originally intended to address anticipated development on the mountain. Vice Chair said this is a great idea. However, school populations are in flux as people move into those neighborhoods and housing prices are rising. Families with children will appreciate the areas, as the elementary school, middle school and high school are all within walking distance.

Commissioner commented that while the previous plan was approved in February of 2019, the additional information and research done with the help of MAG show that the suggested revisions make sense.

Commissioner stated his understanding that a mile of street striping costs \$41,000, which seems high. Mr. Meinhart stated that it varies, depending on the number of lanes. Typically, striping costs are between 50 cents to \$1 per linear foot. He estimated that buffered bike lanes would cost approximately \$15,000 or less per mile, including the buffer.

Vice Chair commented that typically, projects involve more than merely striping the road. Other things are usually being modified at intersections. She asked whether “paint diets” are outsourced or done in-house. Mr. Meinhart said that for the segments on Indian School and 124th Street, the paint would be put down per staff’s striping plan by the contractor doing the repaving.

Chair referenced the slide addressing Hualapai and the Water Campus. He noted that Scottsdale is considered an event city, with visitors from all over the world. He asked about the Phoenix Open and related events and what the impacts would be from not extending Mayo Boulevard. Mr. Meinhart said the concept of parking and access for Phoenix Open and other events is in the process of dramatic change. Part of this will be accommodated through the Bond 2019 program, which authorized a suite of soccer fields that can be converted to parking for major events at Bell Road and 94th Street. The bond program also provides funding to look at creation of another suite of soccer fields and parking for special events off of McDowell Mountain Ranch Road immediately east of WestWorld. Event access will be coming much more off of Bell Road. The proposal with the Hualapai connection does create an east/west connection off of Pima Road which is not there now.

Chair addressed Item 7, north end of Pima Road, and asked for clarification on what is being changed. Mr. Meinhart said for this section of the roadway, the original thought was for it to be kept as a minor arterial, building only two travel lanes and a wide bike lane. There was perhaps an assumption that the wide bike lane could potentially be turned into a travel lane in the future.

The amendment simply removes this plan. With current volumes in the segment, it does not make sense to build out with only two travel lanes.

Chair said he would be voting no on some of the amendments. Discussion ensued regarding how the motion should be addressed.

COMMISSIONER LALL MOVED TO APPROVE AND RECOMMEND THAT CITY COUNCIL ADOPT THE PROPOSED CHANGES TO THE 2016 TRANSPORTATION MASTER PLAN.

There was no second to the motion.

Chair said his goal would be to obtain unanimous approval of as many of the amendments as possible. He sought input from Commissioners.

Vice Chair asked why the Commission would have to make a recommendation to put into the Transportation Master Plan to reduce Indian School to four lanes on a paint diet. Specifically, she asked if this required a recommendation or is something the City would simply do, based on traffic volumes. Mr. Meinhart stated that from staff's perspective, based on travel demand and anticipated demand, they did not see the need to continue to carry it as a major arterial. There is an option to recommend temporary reduction to four lanes without changing the roadway designation.

Chair commented that at this point, he is voting no on Number 5 and Number 8. Commissioner stated his understanding for three possible approaches: Approve everything, including number 8; exclude item 8 and leave it to staff; recommend the package except for Number 8. Commissioner expressed approval for all the amendments, but noted that the argument for Number 8 was underwhelming.

Chair asked for a motion to approve the amendments with the exception of Items 5 and 8. Frances Cookson stated that Chair was free to make such a motion. Chair invited further comments from Commissioners.

Commissioner noted that Commissioner Lall already moved to approve the entire proposal. Commissioner sought clarification that the Chair wishes to vote on a motion to approve all amendments, excluding Numbers 5 and 8 and then to hold another vote specifically for Items 5 and 8. Chair commented that it would be favorable to obtain unanimous consent on as many of the amendments as possible. Excluding Items 5 and 8 would allow that a majority might be approved unanimously. Vice Chair noted that the Commission does not necessarily have to approve items by unanimous consent and that a majority vote can be used to approve items.

Vice Chair asked whether each item should be voted on individually or as a grouping. Ms. Cookson said that the Commission is free to vote on them all as a package, individually or with the exception of Items 5 and 8. Vice Chair suggested they each be voted on individually. Commissioner commented that Commissioner Lall already has a motion on the table. An amendment can be made to the motion to exclude Items 5 and 8. Then another motion can be made to address Items 5 and 8. Chair asked if the amendment must come from the person who made the motion or can come from the person who seconded the motion. Commissioner said that the amendment can be made by anyone. Ms. Cookson stated that someone needs to second Mr. Lall's motion or Mr. Lall must withdraw his motion before they proceed to a new motion. Discussion ensued regarding whether the motion was timely or whether it was offered prematurely and before a full discussion could be had.

Chair invited Mr. Lall to make a new motion.

COMMISSIONER LALL MOVED TO APPROVE AND RECOMMEND THAT CITY COUNCIL ADOPT THE PROPOSED CHANGES TO THE 2016 TRANSPORTATION MASTER PLAN. COMMISSIONER KUZEL SECONDED THE MOTION.

Discussion:

Commissioner proosed an amendment to delete Item 8 from the motion.

Ms. Cookson clarified that at this point, since there is a motion and a second, there must be a vote on the motion. Vice Chair concurred that if there is a motion and a second, there must be a vote. Discussion ensued regarding the ability of the Commission to make amendments to a motion subsequent to its movement and second. There was consensus that amendments are acceptable following the motion and second. Ms. Cookson stated that an amendment can be made, however, the maker of the motion must agree with the amendment. Several Commissioners disagreed with the assertion.

COMMISSIONER ERTEL AMENDED THE MOTION TO EXCLUDE NUMBER 8. CHAIR SECONDED THE AMENDMENT.

Commissioner Lall accepted the amendment. Commissioner commented that the Commission is required to vote on the amendment. Once the amendment passes, it can become part of the base motion.

THE MOTION CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

COMMISSIONER LALL MOVED TO APPROVE AND RECOMMEND THAT THE CITY COUNCIL ADOPT THE PROPOSED CHANGES TO THE 2016 TRANSPORTATION MASTER PLAN, INCLUDING ITEMS 1 THROUGH 7 AND 9. COMMISSIONER KUZEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

Chair invited Commissioners to make a motion or address the remaining item.

COMMISSIONER LALL MOVED TO APPROVE AND RECOMMEND THAT CITY COUNCIL ADOPT THE PROPOSED CHANGE ITEM NO. 8 TO THE 2016 TRANSPORTATION MASTER PLAN. COMMISSIONER KUZEL SECONDED THE MOTION.

Discussion:

Vice Chair asked for a reminder on what Item 8 consists of. Chair stated that it includes the narrowing of Indian School.

Commissioner expressed confusion that Item 8 was removed from the whole package and yet now they are holding a vote to accept Item 8. Chair said the first vote was to put Items 1 through 7 and 9 on the table for a vote. This vote specifically addresses Number 8. Commissioner

requested that the motion be reread and Chair reread the motion: Approve and recommend that City Council adopt the proposed change Item No. 8 to the 2016 Transportation Master Plan.

THE MOTION CARRIED 4-3 WITH COMMISSIONERS ANDERSON, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE AND WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONER ERTEL DISSENTING.

7. CAPITAL IMPROVEMENT PROJECTS PROGRAMS

Susan Conklu, Senior Transportation Planner, stated that the Department implements bike, pedestrian and equestrian projects using the 2016 Transportation Master Plan. This plan rolled together the 2004 Trails Master Plan and the 2008 Transportation Master Plan. Projects are designed as stand-alone projects or in conjunction with other intersection and streetscape improvements.

City-constructed projects are funded through the following:

- Bond funding
- Federal grants
- Regional funding
- Local 0.2 percent Transportation Sales Tax

Projects under \$250,000 for construction can be funded yearly for specific programs, including sidewalk improvements, Bikeway Program, Trail Improvement Program, ADA Transition Plan implementation and buffered bike line installation. The list of projects that utilize this funding are not typically submitted yearly as a list during the Capital Improvement Program (CIP) budget process. Rather, City Council approves the annual amount for each program. Several projects are currently in design or construction, with several others in consideration to move to the design phase in the future. Some are on hold for various reasons. Some projects are in design in one fiscal year and constructed the following fiscal year. If the project costs exceed \$250,000, it may still be designed using the specific program, however the funding to build the project would become part of a transportation request via submission of the list for the annual CIP budget process. If approved, it will be assigned its own CIP number and funding for implementation. Projects are ranked according to safety, connectivity and other components.

Ms. Conklu provided updates on active and candidate projects and funding. Transportation staff ranks and prioritizes projects throughout the next year. The list also includes new requests as they come in from staff or residents. Projects typically include some type of public outreach or design. Active, candidate, on hold, scheduled and completed projects were addressed. At the Paths & Trails Subcommittee meeting, members stressed the importance of prioritizing projects that addressed safety, connectivity and access, followed by items that may be considered extras or nice to have. Members also commented that this topic is the core of the Subcommittee's purpose. Next steps include continued input from the Commission on the list for the current year. Ranking will continue as items move onto the active list and the completed list. This includes working with Capital Project Management staff on design and construction. This presentation can become a regular annual update to the Paths & Trails Subcommittee and the Transportation Commission, if desired.

Commissioner requested more information on the Drinkwater Underpass. Ms. Conklu said it is located north of Earl at Scottsdale Road. It would cross under Drinkwater and across a triangular property to assist bicyclists and pedestrians through the area, where there is a lack of sidewalk across City property. The reason the project is on hold is because the feasibility study identified several issues with available right-of-way at the corner and other issues.

8. BICYCLE FRIENDLY COMMUNITY UPDATE

Ms. Conklu stated that the League of American Bicyclists (LAB) offers the Bicycle Friendly America (BFA) program to recognize municipalities that actively support bicycling and encourage residents and visitors to use bicycles for transportation and recreation.

The program evaluates a community by examining five categories (the Five “Es”):

- Engineering & Construction
- Education
- Encouragement & Events
- Enforcement
- Evaluation & Planning

Award categories are designated for four years after which time cities must reapply. Scottsdale was originally awarded Silver in 2005, achieved Silver again two years later and then in 2011, 2015 and 2019 Scottsdale was awarded Gold. LAB provide cities with feedback for improvement. The feedback was originally in summary form and is now provided in report card format. Public input is included in the applications. Local reviewers assist LAB with the evaluation of applications. Evaluations provide cities with measurable goals for improvement.

Commissioner cited to the City’s Silver award in 2005 as the only city at that rank without a college or university and asked whether Scottsdale Community College is considered a college. Ms. Conklu clarified that it was not included in earlier applications, because the college is not located within the City boundaries. After she reached out to LAB to inquire about this, they authorized the inclusion of the college going forward.

Ms. Conklu stated that the program began with 190 communities and has since grown to 488 communities in all 50 states. Scottsdale’s report card from LAB was received in December, at which time an update was provided to the Paths & Trails Subcommittee and again in this month. Scottsdale conducted its own survey last summer, with many respondents expressing an interest in being informed on future meetings. At that time, Commissioner Kuzel recommend reach-out to invite residents to Paths & Trails Subcommittee meetings. Also discussed was the possibility of creating a quarterly e-newsletter. Transportation staff are continually evaluating all the input received in order to set annual goals to reach platinum level. Some goals may be on hold during the COVID-19 crisis. Key takeaways from the report card include the need for better bike counts.

Ms. Conklu reviewed feedback from the report card specific towards reaching platinum status. This includes:

- Continue to expand and improve low stress on the road-bike network and to ensure it follows criteria that increases the separation and protection of bike riders, based on the

- speed and volume of the adjacent traffic while maximizing safety and comfort of all types for riders, ages and abilities.
- Expansion of bicycle safety education to be a routine part of education for students of all ages and ensure that schools in the surrounding neighborhoods have safe and convenient areas to bike and walk.
- Expand these collaborative efforts with high schools as well.
- Increase bike education opportunities for adults, including a league cycle instructor seminar.
- Include bike laws in driver education materials and training.
- Use the framework of the Bicycle-Friendly Business program to engage with more local businesses, agencies and organizations, including promoting biking for employees and customers.
- Adopt a local comprehensive road safety plan or Vision Zero policy to create engineering, education and enforcement strategies to help reduce traffic crashes and deaths for all road users, especially the most vulnerable (bicyclists and pedestrians).

Ms. Conklu reviewed the City's own goals for the five E's, including:

- Engineering & Construction
 - Increase total bikeway mileage, especially on arterial and collector roads
 - Improve biking into and within Old Town
 - Complete bike lanes on Dynamite Boulevard
 - Implement path wayfinding signage
 - Implement the bicycle station project
- Education
 - Bicycle safety for children through 12th grade
 - Bike 101 community classes for adults
- Encouragement & Events
 - Signature bike events
 - Open streets event
 - Expand Bike Month events
- Enforcement
 - Expand Governor's Office of Highway Safety funding for bicycle and pedestrian safety program
 - Enforce new State law on handheld devices while driving
- Evaluation & Planning
 - Better bicyclist counts
 - Gap analysis of bikeways, including those that access transit stops
 - Old Town Bicycle Master Plan
 - Update Transportation Master Plan

Next steps include:

- Present this update to the Transportation Commission on August 20, 2020
- Continue to add and track improvements
- Next application completion in summer of 2023

Commissioner said he would like to see an on update percentage of current riders compared to the counts included on the previous evaluation. Commissioner commented that changes to

134th Street and Via Linda should be helpful in terms of increased mobility and safety. The changes on Indian School Road will also provide wider bicycle lanes and increased safety.

Commissioner asked whether staff has discussed with Scottsdale Community College the potential of having a Bike 101 community level course. Ms. Conklu said they have not done so as yet, however it this is a great idea. It would be helpful to have a contact at the college for this as well as communicating regarding relevant student events.

Commissioner asked if the ride share bike data is included in the counts. Ms. Conklu stated that LAB does not use this data, however, the newer applications include more questions related to counts, such as whether the City utilizes automated counters. She surmised that bike share numbers could have been utilized, if were part of a City program, rather than private bike share companies.

Vice Chair requested that the presentation be available to Commissioners for General Plan update purposes.

9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Melnychenko said that in light of the late hour, he would be happy to bring this item to the Commission next month. There are no particularly pressing items at this time. A selection has been made for the City's paving manager, which has been forwarded to City Council. It is expected that a selection will also be made for the transportation planning manager in the coming week.

10. PUBLIC COMMENT

There were no public comments.

Commissioner inquired as to the email received from a resident regarding safety measures on the trolleys. Mr. Melnychenko said he would look into this and provide an update at the next meeting. Service was resumed on August 3rd. Some COVID measures are in place, such as mask requirements, rear-door entry and 50 percent capacity limitations. The trolleys are being cleaned twice a day.

Commissioner stated that a friend with limited mobility had recently commented on how friendly and helpful the trolley drivers are.

11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

There were no items discussed.

12. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Anderson and seconded by Commissioner Ertel, the meeting adjourned at 8:47 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Anderson, Ertel, Lall, Kuzel and Miller.

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**